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All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Telegraphic Address: Press—A.H.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, July 17th, 1900

The telegram which reached us just before midnight on Sunday unhappily leaves little room for hope that the fearful end so often anticipated for the garrison of the British Legation at Peking has been averted. Until the official confirmation comes through, however, it is still permissible, though perhaps not wise, to believe that the catastrophe has not occurred. It is certain that there was up to the last a party not unfriendly to the foreigners, even among the Empress Dowager's and her successors; the usurping Prince Tuan's, courts; there is no reason to doubt the story that food was by some means supplied to the beleaguered force, for on no other hypothesis can we explain how the Legation held out so long. Taking YUAN SHIKAI's message as to the massacre of the 8th inst. as correct, the downfall of the Legation was effected by the weight of the Chinese guns brought to bear on the building and the exhaustion of the garrison's ammunition. The only point in the story which leaves a loophole for doubt is the denial by SHENG of the receipt of the message from YUAN, and we have no explanation as to how the purport of it became known. Yet our correspondent's telegram is, perfectly explicit as to the genuineness of the report. Still everyone will prefer to wait, we imagine, until a message from Acting Consul General WARREN confirms the story before he resigns himself to accept the terrible news as beyond a doubt true; and this message, as will be seen from the communication from Government House, has not yet arrived.

We were informed by the Telegraph Company yesterday morning that communication with Chefoo was restored.

For anchoring in the central fairway on Sunday morning two godown lighters were yesterday fined \$10 each.

In the 48 hours preceding noon yesterday there were reported 16 fresh cases of plague and 16 deaths. The figures for last week were 57 cases and 58 deaths.

Several Chinamen who were making night hideous by shouting and howling at Kennedytown in the small hours yesterday were each fined \$17 yesterday.

The other day a boy fell off a verandah in Square Street and seriously injured his head. While being taken to the Tung-Wu Hospital he died.

Apart from plague cases there was only one instance of communicable disease in the colony last week—viz., a fatal case of puerperal fever in the City of Victoria.

The visitors to the City Hall Library and Museum last week included 394 non-Chinese and 130 Chinese to the former institution, and 157 non-Chinese and 1,868 Chinese to the latter.

H.M.S. Isis arrived in the harbour late on Sunday night, having left Malta on the 23rd ult., and was followed early yesterday morning by H.M.S. Dido. Both vessels have made exceptionally fast passages from home. The Dido only left Singapore on the 13th inst.

Our readers may remember that on the 21st ult. some men attacked the occupants of a boat in Kowloon Bay, and having seriously injured an old man who was on board, decamped with what property they could find. The old man was taken to Hospital, and has since died. Two men who have been identified as among his assailants have been arrested and yesterday they were brought before Mr. Hazeland and charged with murder. The case was adjourned.

The steamer Goyo Maru, which called at Chemulpo on the 4th on her way from Vladivostok to Chefoo, according to despatch to the Osaka Asahi, carried 520 Chinese from Vladivostok for Chefoo. It appears that feeling against the Chinese was very strong in Vladivostok in consequence of the outbreak of hostilities in China, and a general exodus of Chinese was taking place. The Chinese carried by the steamer were mostly labourers, only a few being merchants.

At about two o'clock yesterday morning a fire broke out at No. 11, Tai Wong Lane, Wanchai, a two-storey building occupied by Tam Tai Hung, a chander-dealer. The ground floor is used as a chander-shop and the upper floor are the quarters for his family. The fire is supposed to have originated in a bundle of grass-mat coats in one corner of the upper room. Inspector Ford and the firemen of the district assisted by Deputy Superintendent Mackie and some men from the Central Police Station, were soon on the scene, and the flames were extinguished by about half-past three. The damage was but slight, amounting to about \$45 only.

On Sunday night half a dozen Japanese from the Miki Maru were behaving rather noisily in Des Vaux Road, Kowloon, having evidently had something to drink. By and by Mr. Sherrington (of Messrs Caldwell, Macgregor, and Co) came along in a rickshaw with a couple of friends, and two Japanese endeavoured to upset him. P. C. Now and P. C. Birchall (the latter in plain clothes) saw what took place and the two men were taken into custody. The others seemed inclined to attempt their rescue, but ultimately cleared away. The men who were taken into custody were brought before Mr. Hazeland at the Magistrate's yesterday and fined \$10 each, or a month.

With a view principally to economize magazine space on board ship the Admiralty have decided to generally adopt the 303 type of Maxim machine gun, and as soon as a sufficient number can be manufactured they will replace all the .045 type now in use in the navy. The great advantage of the new type of Maxim gun is that it can be fed with the ordinary Lee-Metford ammunition whereas a special class of ammunition has to be supplied for the Maxims now in use. The mounting of the new Maxim is also much more convenient for field service than either the field carriage, or pedestal mounting now used with the .045 gun. The Maxim gun of the older type which have recently been delivered at Devonport for the battleships Implacable and Bulwark and for several vessels refitting are to be returned to Woolwich, so that the vessels may be supplied only with the 303 type.

Yesterday afternoon at Happy Valley the funeral took place of Heinrich Lindemann, of Kiel, Germany, late cook on board the German sailing vessel E. C. Rickmers, who met his death by drowning in saving a comrade's life. On Friday morning last week the deceased was engaged in writing a letter whilst some of the sailors were having a swim. Suddenly one of the latter, got cramp and shouted for help. A lifebelt was thrown to him, but he was too weak to reach it, and whilst the first officer of the vessel was lowering a boat the cook rushed on deck, jumped in the water and swam with the lifebelt to the drowning man, who got hold of it and was saved. The cook, who was a good swimmer, started for the ship by himself, when suddenly he disappeared and was not seen again alive. The cook has been ill lately and it is surmised he died from failure of the heart's action. The body was recovered on Sunday, being found on the beach at Stonecutters' Island.

The Chinese junk intended for show at the Paris Exhibition was sold in Ceylon for \$200. She broke down on her way from Singapore, and had to be towed to Colombo, but the captain had no funds wherewith to pay the towage, so the junk was seized for the debt.

The Nagasaki papers report the arrival on the 6th inst. of the French transport Tuna, with twenty invalided French soldiers and a number of British and American refugees from Tientsin; of the M.M.S. Tonkin on the 7th with 339 French bluejackets and 150 tons of munitions, of war from Saigon; of the gunboat Keravat on the same day from Taku for Tonkin; and the departure of the U.S. transport Solace for Taku on the 8th and Warren for San Francisco on the 9th.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE DEFENCE OF CANTON.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 14th July.
SIR,—With reference to correspondence under the above heading, I am inclined to agree with Consul Scott in his disparagement of the too ready use of force, and am inclined to think that, judging by the measures proposed, if we are not very careful any trouble which occurs will probably be our own making rather than otherwise. There may be Baden-Powells amongst us flaming to distinguish themselves and to earn Victoria Crosses; but whilst giving them all credit for my part I consider "Discretion the better part of valour."

The policy should be purely and simply Scott! First the women and children, and then the men to follow, after covering their retreat. Defence? To stop and fight? What for? For bricks and mortar, rags, bits of painted mud, and dead wood! I say, you, my friends, is it for these that you would sacrifice your valuable bodies to mention souls? Besides, my friends, there are no such things as claims! What! And expanding claims? Possibly "Li-Mo-ford" and "Resident" have possessions which no claims can satisfy; or they may consider "a bird in the hand worth two in the bush." Or they may have come to the conclusion that life in Shamen is hardly worth the living at the best of times, and much less so when you're in hourly dread, real or imaginary, of getting your throat cut. If so they are welcome to stand by, and defend their possessions with the last drop of their heroic blood. But to us the majority who own no more of Shamen soil than we can comfortably cram into our hats or pockets, a life-policy, a lottery ticket, and a few domestic emoluments which will be as glad to get rid of us as we shall be to get rid of them, under the circumstances, how foolish we should be to stop and defend "other peoples' property." What's all the world to a man when his wife's a widow? Let those fight to protect property who are paid for it. We are civilians, not soldiers. We may fight to protect the lives of others, or our own, but it is worth to kill or to be killed for bricks, mortar, stones, wood, and mud, which can easily be replaced—possibly at a profit—now for old! In all this I am supposing, of course, a proper riot, joined in by overwhelming numbers, the regulars possibly included, and not a mere fracas. Under such circumstances Shamen, with the force at hand, could not be depended for any length of time, and retreat alone should be thought of. My suggestions would be a wide awake lookout "patrol": a signal system by day and night; women to the boats. Then to the bridges. Then men to follow to boats. As to the suggestion to clean the creek, I believe it would bring about just what we wish to avoid. It would be more ill-judged than was the firing of a salute on the "Glorious 4th," which to my certain knowledge sent three women almost into fits on the Shamen, and sent some scores of Chinamen into the country to hunt up their ancestors' graves. "Resident" admits that trouble was caused not long ago by an attempt to remove only one boat; how much more would it be the case in the present time, were general action taken in the matter. It may need only a spark to ignite the fire. Once lit, who knows, to where it may extend?—Yours, etc.,

PHILOSOPHER.

REUTER'S SERVICE.

LONDON, 14th July.

THE CHINA CRISIS AND GERMANY.

A special German note declares that Germany seeks no partition of China and no special advantages, but only the restoration of order, for which agreement among the Powers is indispensable.

BRITISH REINFORCEMENTS.

A howitzer battery has been returned to Cape Town in readiness for China. Another division from India, consisting of two brigades, has been warned to prepare for service in China. The division consists of the Black Watch, Inniskilling Fusiliers, Shropshire, Scottish Rifles, the 20th Punjab and 6th Bengal Infantry and three batteries Field Artillery.

General Gaselee will hold the local rank of Lieut.-General.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's steamer *Prinz Ferdinand* left Singapore for this port on Friday 13th inst.
The Imperial German Mail steamer *Sachsen* which left here on 14th June, arrived at Gungah on Saturday afternoon, the 14th inst.
The Imperial German Mail steamer *Wendlandt*, carrying the German Mails with dates from Berlin of the 25th June, left Colombo on Saturday, the 14th inst., and may be expected here on or about Wednesday, the 25th inst.
The N. Y. K. steamer *Edo* arrived at Portland (Oregon) on the 13th inst.
The N. Y. K. steamer *Edo* (American line) left Shenzen for this port on the 15th inst., and is expected to arrive here on the 19th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 16th July, 10.29 p.m.

SHENG'S DENIAL DISCREDITED.

Sheng denies receipt of the telegram referring to the Peking massacre, but his denial is discredited.

BOXER PLACARD AT SHANGHAI.

One Boxer placard has been discovered posted up in Shanghai.

MISSIONS BURNT IN HUNAN.

All the London Mission stations in Hunan have been burnt.

ALLIES TAKE TIENTSIN NATIVE CITY.

Tientsin native city was captured by the allies on Saturday at the cost of 600 casualties.

HUPEH AND HUNAN GOVERNORS GO NORTH.

The Governors of Hupeh and Hunan are going to Peking with troops.

LONDON, 15th July, 8 p.m.

ADMIRAL SEYMOUR REPORTS A SUCCESS.

Admiral Seymour telegraphs that the enemy's position south-west of the Settlement at Tientsin was captured on the 9th instant. The Japanese outflanking the Chinese captured four guns. The cavalry completed the rout.

TIENTSIN WESTERN ARSENAL CAPTURED.

The allies burnt the Western Arsenal and captured two guns. 350 of the enemy were killed. The allied casualties were small.

DESPERATE FIGHTING ON THE 11TH INSTANT.

The Chinese on the 11th instant attacked the railway station in great force and were repulsed after three hours' fighting. The allies had casualties to the number of 150. The enemy's losses were very heavy.

THE POWERS SEND HEAVY REINFORCEMENTS.

The Powers are preparing large reinforcements for China. It is stated that Italy is sending 5,000 under General Nani. General Lesel commands the German troops, and General Bailloud the French, while Admiral Pottier will command the French squadron in the flagship *Edouard*.

NO OFFICIAL CONFIRMATION ABOUT PEKING.

With reference to the report that Commissioner Sheng has received serious news concerning the legations from Peking, we are informed that H.E. the Governor telegraphed to H. B. M. Consul at Shanghai to ascertain if the report was true, and received a reply that Sheng had received no such news and that the bad news was therefore not official.

LOCAL CASUALTIES ON THE 8TH AND 9TH INST.

By kind permission of the General Officer Commanding the Forces we are enabled to publish the following telegram from Brigadier General A. B. F. Dorward, R.E., D.S.O.:—
From DORWARD, Chefoo.

To GENERAL, Hongkong.

Following casualties reported 8th July, 9th July. Killed in action 2nd R. W. F. 3644 Private Porter, 4014 Private Porter, Chinese Hospital attendants 15, Le Aklin, severely wounded, 2nd R. W. F. 4343 Private King, Hospital Attendant, 17 Chong Ah Kee, slightly wounded, 2nd R. W. F. Lance-corporal 4685 Jones, 4789 Private Wilson, 3932 Private Stead, 5404 Private Cartwright.
Date sent 18th July.
Received 15th July.

THE WAR IN SOUTH AFRICA.

LONDON, 15th July, 8 p.m.

GOOD PROGRESS.

Official intelligence is published that Lord Dunsford has captured the Boer camp near Vilpoort; and that General Buller reports troops moving up Van Rensen's Pass. The Boers at Heidelberg and Heilbron are surrendering daily.

THE NEW AUSTRALIAN GOVERNOR GENERAL.

LONDON, 15th July, 8 p.m.

Lord Hopetoun has been appointed Governor-General of the Australian Commonwealth.

THE CRISIS IN CHINA.

THE REINFORCEMENTS.

The transports from India are arriving in quick succession and are being pushed forward north with as much expedition as possible. Yesterday the *Uda*, which left Calcutta on the 2nd July, arrived here with the 12th Field Battery, B.N., 100 horses, 39 mules, and one section of the 22nd British Field Hospital.

The *Zebegia*, with General Gaselee and staff, leaves for the North to-day.

A HONGKONG VOLUNTEER OFFICER FOR THE FRONT.

Captain G. H. Potts, of the "C" Machine Gun Company of the Hongkong Volunteer Corps, leaves for the north on Wednesday.

DIARY OF ADMIRAL SEYMOUR'S MARCH ON PEKING.

[FROM OUR SPECIAL CORRESPONDENT.]

13th June.—Left Tientsin about 2,000 of all ranks, consisting principally of British, Russians, French, Americans and Germans, and representatives from other nationalities, under the command of our admiral. Proceeded all right for several miles till we found the line blocked, then stopped for the night. From the 14th to the 18th we could only advance by repairing the line as we went and got as far as Yang Tsun. The admiral now decided to abandon the line, and march by the river, getting supplies up by that route from Tientsin. Yang Tsun was in a frightful condition, everything looted and pulled down, the railway very badly damaged, our food supply getting low, and it was now known that the line had been torn up in our rear. On the 19th we left our three troops to the mercies of the Boxers, together with all the baggage we could not take with us. The Germans had captured four junks into which our wounded, and the remainder of the provisions and stores were transported. Our progress was dreadfully slow, and had to fight every mile of the way, our position getting worse and worse. Shot and shell was flying about very thickly causing many casualties, which were placed on board the junks and gradually alien them. It was now decided to return back, as it was an impossible feat to get to Peking with such a weak force; now that the Imperial troops had opposed our advance. The junks were continuously under fire on our return, though few casualties occurred on the way back. A night march was made past a fort that had annoyed the force a great deal.

A TREACHEROUS ACT.

At daybreak 22nd (during the march) we fell into an ambush. The force were marching very comfortably when some Chinese soldiers appeared on the opposite bank. They were hailed, and informed that we were peaceful troops going to Tientsin. They replied, "We are Imperial troops, pass on, all's well," and we proceeded again. We advanced about 500 yards farther on, when a terrific hail of bullets and sharpshooters was poured into our column from the opposite side. They had allowed our force to get abreast of their position, then opened along the whole line. In spite of the terrific fire which seemed as if hell had suddenly been let loose, only three casualties occurred, when in reality we ought to have been almost annihilated, if their accuracy had equalled anything like their numbers and means of destruction. We at once took cover, and prepared to attack. They were so well concealed that with the river between us a frontal attack was not possible. However our marines flanked them on the right, crossing the river, and charged their position with fixed bayonets. In two hours we had captured their entrenchments, scattered them, and six guns fell into our hands which were used effectively against them.

FORTUNATE DISCOVERY AT THE ARSENAL.

The greatest astonishment of the whole incident was the discovering of a huge arsenal containing hundreds of guns of all sorts, from 9.2's to Maxims, thousands of rifles and untold quantities of ammunition and stores of all sorts. Not one of our force was aware of its existence. We occupied it during the day, taking inside the Arsenal all our wounded and stores. A determined attempt was made in the afternoon to retake it, but the enemy were repulsed with heavy loss. The capture of this place was no doubt the salvation of our force, as nearly all our ammunition was expended, food almost exhausted, and the men getting done up owing to heavy marching, hard fighting, and heavier work than usually falls to the lot of man. In short, starvation and annihilation was staring us direct in the face.

THE WELCOME RELIEF.

From various natives taken prisoners we now learned that Tientsin was surrounded, so that no relief could be expected from that place for a time. We had quiet times now for two days, living upon rice and mule, our only food, when on the 24th our rockets were answered, and next morning the relieving column came in sight, our past experiences suddenly vanished into thin air with their appearance, and we were beginning already to feel sorry our romantic life was suddenly cut short.

25th June was spent preparing to get back to Tientsin, and we left next day at 3 a.m., arriving at our destination at 8 a.m. Before leaving the captured Arsenal, all useful stores and ordnance was taken and the remainder destroyed.

We found the town (Tientsin) a fearful wreck, evidences being abundant of heavy fighting.

[FROM ANOTHER CORRESPONDENT.]

THE ADMIRAL RELIEVED.

Tientsin, 20th June.

Relief force for Admiral's relief, consisting of 500 Seamed and Marines, 200 Welsh Fusiliers, with detachments of German, American, and Japanese troops, started at midnight 24th June. The night was dark, roads very bad, and for some time the column lost its way, but the whole force were in excellent spirits, and soon got on the proper track again.

Early next morning signals were exchanged, and we found out exactly where the admiral and his force were. They had occupied a splendid position, having captured an Arsenal containing huge supplies of ordnance, ammunition and stores. As the place could not be held and communications safely kept open, it was decided to fall back on Tientsin. The whole force moved across the river after destroying what was not wanted in the Arsenal, and commenced the march back to Tientsin. The *Terrible's* long range gun had moved out from the town and had shelled the enemy who were attempting to oppose our return, doing them considerable damage. Arrived back about 9 a.m. without much difficulty. Admiral's force had lost heavily, the *Centurion's* suffering the most, some 19 killed, and 130 wounded from that ship alone. They had suffered great privations from hunger, and want of medical comforts for so great a number of wounded, and had subsisted on naval rations for the latter two days, till they captured some rice stored in the Arsenal. A runner came through from Peking to-day stating that the Embassies were being heavily bombarded, and that only the British, French and Russians were holding out. The German Ambassador had been killed. Grave fears are entertained as to the safety of the Europeans there.

WEIHAIWEI.

Weihaiwei, 6th July.

Disturbances may be expected at any time at Chefoo. News was received here to-day that the coolies and servants of several European residents had left their work suddenly. H.M.S. *Terrible* is ready to sail at an hour's notice if required.

ITEMS FROM THE "N. C. DAILY NEWS."

Our northern contemporary in its issue of the 10th inst. contains the following items:—

THE LEGATIONS AT PEKING.

We hear with great regret that there is considerable doubt about the date of Governor Xian Shikhai's last telegram as to the safety of the Legations in Peking. There is reason now to think that the 3rd of July was not the date of the messenger's departure from Peking, but of his arrival at Chifu, so that his departure from Peking would be some days earlier. There are again rumours that the friendly Chinese are passing food into the two remaining Legations.

TIENTSIN.

It was common talk here yesterday morning that Tientsin was being bombarded again and that considerable damage was being done. We are courteously informed by H. M. Consul that Rear-Admiral Bruce wires that 13,000 Japanese troops are expected to relieve the situation at Tientsin in six or seven days. When the Japanese expected to proceed to Peking is not stated, but it will be apparently not so soon as we have been hoping.

CONTRABAND.

A notification from Rear-Admiral Bruce states that British vessels will not be allowed to land contraband of war at Shantou or the neighbourhood.

THE GERMAN CONTINGENT.

Our Tientsin correspondent reports the return to Tientsin of the German Contingent engaged in the relief of Tientsin. They will be very much missed from the front for the correspondents dilate on the good service they rendered at the relief of Tientsin, when they and the Russians on the right of the line had a much more difficult task than the English and Americans on the left. The capture of the two guns by the German troops in Admiral Seymour's relief force was another very brilliant feat. How splendidly the *Uda* and her whole complement behaved at the taking of the Taku Forts has been told in several reports.

REINFORCEMENTS.

It will be seen with great pleasure that the first steamer from Calcutta, with the Left Wing of the Seventh Bengal Infantry, arrived at Hongkong yesterday. We are glad to see that the representations sent home about the need of cavalry have been listened to, and that two more regiments of cavalry are coming, as well as more artillery. More news of reinforcements coming is given in our telegrams this morning.

THE EXODUS CONTINUES.

The scare amongst the Chinese continues to exist in a very appreciable degree, judging by the appearance of the steamer *Pekin* on her outward trip. Yesterday was no exception, and the big river-boats were crowded with furniture and other impediments in a way that suggested a mammoth Pickford's van. The human freight swarmed everywhere, and it required some skill and no little courage to make a passage through the clamorous throng of men, women and children. All manner of discomfort seems to go for nothing with them so long as they get away from the trouble that they fear is coming to Shanghai. On the Soochow Creek similar scenes on a smaller scale are to be witnessed every day, the big Chinese house-boats looking like so many second-hand furniture shops, and they are carrying large numbers of passengers bound for Soochow and places in the interior.

DISEMPOWERING IN PEKING.

The following news was received by telegraph by local mandarin yesterday.—The Assistant Grand Secretary and Chancellor of the Peking University, Sun Chieh-mai, has been murdered by Boxers and his residence pillaged. His family and retainers, numbering some 60 odd, were also massacred at the same time—26th June.

There is a bitter enmity between Princes Tuan and Jung Lu and several attempts have been made by the former to inveigle the latter in order to assassinate him. This so enraged a confidential officer of Jung Lu's household that he determined to retaliate. On the 25th June this officer disguised himself and managed to get into Prince Tuan's quarters amongst the Boxers. He then crept under Prince Tuan's tent in order to stab the Prince while he slept, but was caught by the two soldiers standing guard in the tent. The officer was seized, his disguise penetrated and his head immediately taken off in front of the Prince's tent. The next morning his head was sent in a tightly sealed wooden tub, with Prince Tuan's Compliments, to Jung Lu and a message warning Jung Lu to beware. Both Prince Tuan and Jung Lu are now extremely on guard for fear of being taken by surprise and assassinated.

MISSIONARIES AND CONVERTS IN SHANTUNG.

In the *Shanghai Mercury* the Rev. J. Robinson gives an account of the relations between missionaries, converts, and officials in the province of Shantung, from which we make a few extracts:—

The character and style of the Shantung Converts have been such as again and again to win the admiration and respect of the officials of the district, who, whatever might have been their

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Best Goods, Lowest Rates. Try Charles
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Amateurs' Requirements a Specialty.

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Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
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Silk Handkerchiefs, Shawls, Table Covers,
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Navy Contractors, Shipchandlers, Sail-
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Tailors and Outfitters, Piano-forte Dealers
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CHADWICK KEW
(Late of POATE & NOBLE).
Hongkong, 15th September, 1899.

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

"POSTERSHIRE."

Worcestershire, or, as it has been wittily
termed, "Postershire," has contributed its share
as one of the youngest of the first-class counties
to cricket history. When they won their pro-
motion by going through their programme
without sustaining defeat in 1898, it was gen-
erally conceded that they would be well able to
hold their own against some of the older counties.
To their credit be it said, the team fully justified
the highest opinions of their friends. True,
they were never seriously in the running for the
championship, but all the same they accom-
plished a few very noteworthy performances,
and I well remember being in the faithful city
one glorious afternoon last summer when they
had a strong Sussex eleven morally well beaten.
This was the game in which Shorwin corrected
a decision in favour of a batsman, after he had
been given out, upon the intercession of Prince
Bahjitsch. Although the ground accommoda-
tion, apart from a natty pavilion, appeared some-
what primitive in many respects, there could be
no question about the picturesque beauty of the
surroundings, and I am not sure whether any
county ground in the Kingdom can equal it
in this respect. It was good to sit in
the shade of an afternoon and watch the Indian
Princes going on with his "juggling," as some-
one rather happily termed his batting. One gets
a splendid view of the cathedral from the ground,
but one of the things that impressed me most
was the striking contrast between the grand
square tower of the cathedral standing out clear
and distinct above everything, and the spire of
a neighbouring church, which is certainly the
most remarkable example of ecclesiastical
architecture I have ever seen. Rising from a
tower of considerable height this spire tapers
away to the slenderest possible limits, and is a
perfect triumph of the stonemason's craft. Hard
by the county cricket ground the River Sever is
spanned by a bridge of fine proportions, from
which one obtains capital views up and down
the Severn. Gaily painted steam launches and
other pleasure craft crowd the water, and the
only thing that strikes one as being harsh, dis-
cordant, and incongruous is the screaming of
the steam sirens. Of course, perfect summer
weather makes all the difference to one's first
impression of a city, and I must confess that
my brief visits to this quiet old city of Worcester
have been at a time when the conditions out-
side have been positively delightful. So far as
the prospects of the new county are concerned,
it is gratifying to learn that although without
the services of several of their best players, not-
ably the Brothers Foster, the measure of sup-
port accorded by the general public has been
most gratifying.

FAMOUS BROTHERS.

The Graces, the Lyttons, the Steels, the
Dresses, the Palatras, the Licenses, the Christo-
phersons, all have their names inscribed on the
roll of fame, and to such a list has now been
added the Fosters, two of whom last season joined
the select circle of cricketers who have made
100 runs in the first and second innings of a
match. Some of one of the masters at Malvern,
they seem to be brimming over with enthusiasm
for different kinds of sport, cricket, football and
rackets being the games at which they have ex-
celled most. It was not at all surprising that
one of the brothers should secure an interna-
tional cap at Association football, but the most
surprising thing of all is R.E.'s feat of again
scoring 100 runs in either innings of a cricket
match for Oxford University, a very excellent
example for a captain to set his side. As he is
the youngest of the four brothers he has plenty
of time before him to equal the Champion's feat.
"W.G." as I suppose everyone knows, has
three times won this unique distinction. H.K.
Foster, who is the present captain of the Wor-
cestershire eleven, is credited with being the
finest racket player in the world. The bro-
thers are all splendidly built fellows, being just
what one would expect a typical British athlete
to be. No one would dispute the fact that the
rise of Worcestershire in cricket affairs has
been due to the play of the Fosters, behind whom
Mr. Paul Foley has always stood as hon. sec-
retary. It so happens, however, that the lot of
H.K. is not quite the happy one it was last
season, due to the fact that his brother, W.L.,
is at the front with the artillery, while R.E.
finds the claims of the Oxonians too pressing to
admit of his playing for his county just yet.
It is just possible that both may be able to
assist before the season's engagements are over
and should this prove to be the case the soldier
cricketer may be guaranteed a reception he
would never forget, for in Worcestershire the
whole family are immensely popular.

ENGLISHMEN ON THE CONTINENT.

Ever since the Fashoda incident, there
appears to have been a disposition on the part
of a few irresponsible individuals in France to
go out of their way to attempt to bring con-
tempt upon any Britisher who happens to dis-
close his nationality. I am loth to believe that
any considerable number of the intelligent and
educated classes keep this hatred for England
and the English warm in their hearts, and the
few who do indulge in offensive epithets would

be insignificant and unworthy of notice but for
the stirring times we are now passing through.
Quite recently I have observed reports of an
altercation taking place between a hot-headed
Belgian and an English mechanic at the Paris
Exhibition in which the former came off
decidedly the worst. He had knocked over a
portrait of one of our generals now at the front
from one of the stands at which the sturdy
Briton was employed, and his punishment
followed with startling swiftness. In another
case I learn of insulting remarks being written
in chalk upon the pavement in front of a café
in which a few Britishers were known to be
dining. Such things as these would never find
their way into the newspapers but for the events
of the past twelve months or so. It has been
my good fortune to wander about Belgium and
Holland for a few days now and again, but my
experiences have been of the most pleasant
character. Only a short time ago, when the
coronation festivities in the Netherlands were
in full swing, self and companion were made
quite a fuss of at the small township of
Gouda, and although only ordinary touring
cyclists, we were treated with the utmost respect
and cordiality. As my friend observed at the
time, these courtesies extended to us were in no
sense due to our prowess as cyclists—for we
boasted little in this direction—but to the fact
that we represented, in just as humble a
fashion as you like, a country invariably
friendly to all who enter its gates. From
one end of Holland to the other we met
with nothing but kindness, and I would not
mind guaranteeing the same thing would hap-
pen again to-day. As in Holland, so in Ger-
many and Austria. There is not the slightest
difficulty in getting along as long as the cus-
toms of the country are observed and one does
not unduly flaunt the Union Jack at street
corners. I hope I have as much patriotism
in my nature as a Britisher should have, but
during my wanderings around part of the
Continent I have always endeavoured to show
the same consideration for the feelings of others
as I should expect shown to my own. Did time
and opportunity permit I would like to put
the courtesy and hospitality of our continental
friends to the test once again. Britishers with
a five-pound note or two to spare need have
no preliminary fright as to whether such self
would be acceptable in Paris or Berlin.

PORTER AND POTIONS.

The following little anecdotes connected with
the world-famed Mrs. Siddons deal with a few
of the lighter incidents of her career on the
stage, and have been brought to the notice of
the public by Mr. Percy Fitzgerald in his
charming little work, "There is a peculiar sense
of burlesque produced, which is indeed almost
unique, when anything ludicrous arises in a
tragic situation on the stage. Nothing pro-
duces so much genuine enjoyment. One hot
night, at a country theatre, when playing Lady
Macbeth, Mrs. Siddons was parched with thirst,
and the manager sent for a pot of porter. She
was in the midst of a great sleeping scene
when he returned. A general hush. He asked
"where she was, and to reply a scene-shifter
pointed to her on the stage. The boy with the
foaming pot in his hand cooly walked on and
presented it to her. In vain she laughingly
waved her hand with 'her grand manner.' The
people at the wing stamped and beckoned, and
at last, amid roars and shrieks of laughter, he
was got off the stage. The theatre cat has
often been seen to make its way on to the scene
during the last few months at the London
theatres, and invariably chooses some awkward
moments, such as a declaration of love, a dying
agonies, for its entrance. The leading comedien-
des not produce such a roar as this four-footed
player. One night at a country theatre Mrs.
Siddons was 'taking the poison' in the last act
of some gloomy tragedy, when a boor in the
gallery called out 'That's right, Molly; soap it
loop, ma las.'"

GARRICK'S PRACTICAL JOKING.

Garrick's fondness for practical joking is also
well illustrated by the following extracts:—Dr.
Monsey once had occasion to accompany him
and Mr. Windham, of Norfolk, father of the
late Mr. Windham, the statesman, into the City.
On their return, Garrick suddenly left them at
the top of Ludgate Hill, and walking into the
middle of the street, looked upwards, and re-
peated several times to himself, "I never saw
two before." The strange appearance of a man
in this situation talking to himself naturally at-
tracted some persons towards him, more fol-
lowed, and at length a great crowd was col-
lected round him. Several persons asked him
what he saw. He made no answer, but repeat-
ed the same words. A man then observed that
the gentleman must see two storks, as they are
rarely, if ever, seen in pairs. This observation
contented the multitude, till another said,
"Well, but who sees one besides the gentleman?"
Monsey, for fear of getting into a scrape, moved
off but he should be taken for a confederate to
make people fools; but Mr. Windham, who, like
his son, was a good boxer, determined to witness
the end of this whimsical freak. Garrick affect-
ed an insane stare, cast his eyes around the
multitude, and afterwards declared that from
the various expressions in the faces of the
people, and their gestures, he had derived hints
that served him in his profession. Another
time, when Garrick was with Monsey, at the
joyful sound of twelve at noon, a great many
boys poured out of school. Garrick selected
one whom he accused of having treated another
cruelly, who stood near him. The boy declared
that he had not been ill-treated; and Garrick
then scolded the other still more, affecting to
think how little he deserved the generosity of
the boy who sought to excuse him by a false-
hood. The boys were left in a state of conster-
nation by Garrick's terrific demeanour, and
plugging eyes, and he told Monsey that he
derived much advantage from observing their
various emotions. While he was walking with
Monsey on another occasion, he saw a ticket-
porter going before them at a brisk pace, and

NOTICES TO CONSIGNEES.

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo, from London
or via, Porto, and Bordeaux at s.s. *Ville
de Montevideo*, in connection with above
Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure
and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 15th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 23rd instant, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
MONDAY, the 23rd instant, or they will not
be recognized.

All damaged packages will be examined on
MONDAY, the 23rd inst., at 3 p.m.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 15th July, 1900.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent into the Office of the undersigned before
NOON, on the 21st instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
21st instant, will be subject to rent.

Bills of lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 14th July, 1900.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAT,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 20th inst., at Noon,
will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional goods will be landed here unless
instructions are given to the contrary before
NOON, TO-DAY.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 14th July, 1900.

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1895, WHITE SEAL
\$28.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.

Hongkong, 5th May, 1899.

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LONDON & C. VIA PORTS OF CALL.	VALETTA	Brit. str.	—	F. N. Tillard	R. & O. S. N. Co.	On 21st inst. at Noon.
LONDON VIA SUEZ CANAL.	STENTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON VIA SUEZ CANAL.	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 24th inst.
BREMEN VIA PORTS OF CALL.	RHIFRUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Aug.
MARSEILLES, & C. VIA PORTS OF CALL.	STUTTGART	Ger. str.	—	Grosch	MELCHERS & CO.	On 24th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POLE, & C.	TOKIN	Fr. str.	—	Dupuy Fromy	MESSAGERIES MARITIMES	On 24th inst. at 1 P.M.
MARSEILLES & LONDON	HWACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
LIVERPOOL DIRECT	BANCA	Brit. str.	—	G. W. Babot	R. & O. S. N. Co.	On or about 14th Aug.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	O'Brien	BUTTERFIELD & SWIRE	On 10th Aug.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 17th Aug.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	—	—	CARLOWITZ & CO.	On or about 28th Aug.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 4th Sept.
NEW YORK VIA SUEZ CANAL.	MARBURG	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL.	TRIESTE	Ger. str.	—	—	SANDER, WIELER & CO.	To-day.
NEW YORK VIA SUEZ CANAL.	AFGHANISTAN	Brit. str.	—	—	DODWELL & CO. LIMITED	On 29th inst.
NEW YORK VIA SUEZ CANAL.	ACABA	Brit. str.	—	—	SHAW, TOMES & CO.	On 28th inst.
VICTORIA, B.C. & TACOMA, V. AMOY, & C.	ADRENDA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 4th Aug.
VICTORIA, B.C. & VANCOUVER, B.C. VIA MOJI, & C.	BRECONSHIRE	Brit. str.	—	—	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C. & VANCOUVER, B.C. VIA MOJI, & C.	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VICTORIA, B.C. & VANCOUVER, B.C. VIA MOJI, & C.	EMPERESS OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow.
PORTLAND, OREGON, & C.	DOBRO	Brit. str.	—	—	DODWELL & CO. LIMITED	On 4th Aug.
SAN FRANCISCO VIA SHANGHAI, & C.	HONGKONG MARU	Jap. str.	—	—	O. & O. S. N. Co.	On 7th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 21st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CARLEIGH CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
AUSTRALIAN PORTS.	TANAWA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 5th Aug. at 5 P.M.
YOKOHAMA & KOBÉ	TIENSHIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBÉ	FRANCE FERDINAND	Amr. str.	—	—	SANDER, WIELER & CO.	On or about 19th inst.
YOKOHAMA & KOBÉ	ROSETTA	Brit. str.	—	—	R. & O. S. N. Co.	On 21st inst. at 3 P.M.
KOBÉ DIRECT	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 19th inst.
KOBÉ & YOKOHAMA	SADO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MOJI, KOBÉ & YOKOHAMA	MIKE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
SHIMONOSEKI	PAKHOI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	—	SANDER, WIELER & CO.	To-morrow, at 10 A.M.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	COROMANDEL	Brit. str.	—	—	R. & O. S. N. Co.	On or about 20th inst.
SWATOW, AMOY & TAIWAN	JAVA	Brit. str.	—	—	R. & O. S. N. Co.	On 21st inst. at Daylight.
SWATOW, AMOY & TAIWAN	MAIZURU MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 25th inst. at Daylight.
AMOI, SAMARANG & SOURABAYA	ANPING MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	HANGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA DIRECT	DIAMANT	Brit. str.	—	—	SHAW, TOMES & CO.	To-day, at 5 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
MANILA	SUTTERFIELD	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.

SHIPPING.

ARRIVALS.
 July 15, Ims, H.M.S. cutter, 5,650, G. M. Henderson, Malta 23rd June.
 July 16, DRO, H.M.S. cutter, 5,600, P. F. Tillard, Malta and Singapore 13th July.
 July 16, TOONAN, American str., J. Blothen, Shanghai 12th July, General—CHINESE.
 July 16, SONGKIAN, British str., 1,021, S. W. Moore, Manila 13th July, Hemp and Sugar—BUTTERFIELD & SWIRE.
 July 16, BENMOUN, British str., 1,929, A. Wallace, Saigon 12th July, Rice—GIBB, LIVINGSTON & CO.
 July 16, HANGCHOW, British str., 308, Pearce, Canton 16th July, General—BUTTERFIELD & SWIRE.
 July 16, HOIHAO, French str., 309, Merleco, Haiphong and Hoihow 15th July, General—A. R. MARTY.
 July 16, IREDA, British troopship, 3,361, G. D. Clarke, N. A., Calcutta 2nd July.
 July 16, CHARTERHOUSE, British str., 1,400, Dawson, Singapore 16th July, General—CHINESE.
 July 16, CLARA, German str., 675, Hansen, Hoihow 16th July, General—STREMSSEN & CO.
 July 16, KEONGWAI, British str., 1,115, Groves, Bangkok 10th July, General—BUTTERFIELD & SWIRE.
 July 16, ORESTES, British str., 2,992, T. Peters, Singapore 11th July, General—BUTTERFIELD & SWIRE.
 July 16, TAIWAN, British str., 1,103, Harder, Shanghai 13th July, Ballast—BUTTERFIELD & SWIRE.
 July 16, RUDEBA, British transport, 1,944, C. Willis, Calcutta 4th July.
CLEARANCES.
 At THE HARBOR MASTER'S OFFICE.
 16th JULY.
 Teentai, British str., for Shanghai.
 Pyrrhus, British str., for Manila.
 Hangchow, British str., for Amoy.
 Trym, Norw. str., for Newchwang.
 Wonghoi, German str., for Hoihow.
 Nanyong, British str., for Amoy.
 Mary L. Scheep, Amr. ship, for New York.
DEPARTURES.
 July 15, NAIRUNA, British transport, for Taku.
 July 16, SYDNEY, French str., for Europe, & C.
 July 16, MICHAEL JESSEN, German str., for Hoihow.
 July 16, PRINCETON, Amr. gruboat, for Swatow.
 July 16, CHOYANG, British str., for Canton.
VESSELS IN DOCK.
 Kowloon Dock.—U.S.S. Monterey, Changsha, Medmar, Argus, Marie Jansen, Taichong, Hongkong Maru, Wuchow, Triton.
 COSMOPOLITAN Dock.—Goodwin.
SHIPPING REPORTS.
 The British steamer *Triton*, from Shanghai 13th July, had strong to moderate monsoon and fine weather.
 The British steamer *Orestes*, from Singapore 11th July, had light S.W. winds and fine, clear weather.
 The American steamer *Toonau*, from Shanghai 12th July, had fresh wind and cloudy weather to port.
 The British steamer *Hangchow*, from Manila 13th July, had light to moderate westerly winds smooth sea and very fine, clear weather.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBÉ.
THE Company's Steamship
"TIENSHIN"
 will be despatched as above TO-DAY, the 17th inst., at Noon.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 16th July, 1900. 1925
CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOY, SAMARANG AND SOURABAYA.
THE Company's Steamship
"HANGCHOW"
 Captain Pearce, will be despatched as above TO-DAY, the 17th inst., at Noon.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 13th July, 1900. 1932
CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU"
 Captain Williams, will be despatched as above TO-DAY, the 17th inst., at 3 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1780
CHINA NAVIGATION COMPANY, LIMITED.
FOR COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU"
 Captain Williams, will be despatched as above TO-DAY, the 17th inst., at 3 P.M.
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 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1781
CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIWAN"
 Captain Harder, will be despatched as above TO-MORROW, the 18th inst., at Noon.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 16th July, 1900. 1927

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"DIAMANTE"
 will be despatched as above TO-DAY, the 17th inst., at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 9th July, 1900. 1937

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, FUMU AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"TRIESTE"
 Captain A. Mitis, will be despatched as above TO-DAY, the 17th inst.
 Silk and Valuables are transhipped on arrival at Bombay in an accelerated liner.
 For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
 Hongkong, 10th July, 1900. 1936

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"CHINGTU"
 Captain Williams, will be despatched as above TO-DAY, the 17th inst., at 3 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1780

CHINA NAVIGATION COMPANY, LIMITED.
FOR COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY AND MELBOURNE.
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 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1781

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 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1781

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU"
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 For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. 1781

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL	About 20th July	Freight or Passage.
LONDON, & C.	VALETTA	Noon, 21st July	See Special Advertisement.
YOKOHAMA VIA NAGASAKI AND KOBÉ	ROSETTA	3 P.M. 21st July	(Passing through the Inland Sea). Freight or Passage.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	JAVA	About 28th July	Freight.
MARSEILLES AND LONDON	BANCA	About 14th August	Freight.

A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 17th July, at Noon.
SADO MARU	KOBÉ and YOKOHAMA	FRIDAY, 20th July, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBÉ & YOKOHAMA	SATURDAY, 21st July, at Noon.
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, & C., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 10th July, 1900. 1932

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONMOUTH	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Pantou	Aug. 7	BRAMMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNair	Aug. 20	ARROYL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,521	J. S. Cox	Sept. 5	MONMOUTH	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £28.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. 1930

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
 "EMPERESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.
 "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.
 "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

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VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSON, SONS & CO.
Agents.
Hongkong, 13th July, 1900. [1868]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG."
Captain Weirall, will be despatched as above TO-MORROW, the 18th inst., at 3 p.m.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.
General Managers.
Hongkong, 16th July, 1900. [1917]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"SUNGKANG."
Captain Moore, will be despatched as above on THURSDAY, the 19th inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th July, 1900. [1947]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship
"EASTERN."
Captain W. Ellis, will be despatched for the above ports on or about THURSDAY, the 19th inst.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 14th July, 1900. [1984]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFGHANISTAN."
will be despatched for the above port on FRIDAY, the 20th inst.
For Freight, apply to
DOBWELL & CO., LD.
Agents.
Hongkong, 16th July, 1900. [1884]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"MAIDZUBU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th July, 1900. [15]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA."
Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st July, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th July, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship
"SARPEDON."
Captain Grier, will be despatched as above on FRIDAY, the 10th August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1893]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"RHIPBUS."
will be despatched as above on TUESDAY, the 21st August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1893]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.
ARIZUMA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 4th June, 1900. [15]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"STENTOR."
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1900. [1758]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."
Captain Pennefather, will be despatched as above on WEDNESDAY, the 25th instant, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1928]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

THE Steamship
"ACARA."
will be despatched for the above port on SATURDAY, the 28th instant.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th June, 1900. [1949]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"TARTAR." Commander H. P. RUSSELL, R.N.R., 4,425 Tons Gross Register. Will be despatched on or about Saturday, 11th AUGUST, 1900.
For VICTORIA and VANCOUVER, B.C., VIA MOJITO, KOBE AND YOKOHAMA (and vice versa) Ports and Shanghai if sufficient inducement offers.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship
"TARTAR." Commander H. P. RUSSELL, R.N.R., 4,425 Tons Gross Register. Will be despatched on or about Saturday, 11th AUGUST, 1900.
For VICTORIA and VANCOUVER, B.C., VIA MOJITO, KOBE AND YOKOHAMA (and vice versa) Ports and Shanghai if sufficient inducement offers.

The Vessel has excellent accommodation for Saloon Passengers.
Through Passage Tickets issued to all points.
Through Bills of Lading issued to Pacific Coast, Canada and the United States.
For information as to rates of Freight and Passage, &c., apply to
D. E. BROWN,
General Agent.
Hongkong, 5th July, 1900. [1911]

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. STOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship
"ALBENGA."
Capt. Petersen, will be despatched for the above port on or about 4th August.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 12th July, 1900. [1617]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLSLE CITY" About 6th Aug.
S.S. "STRATFORD" About 15th Sept.

THE Steamship "CARLSLE CITY" will be despatched for SHANGHAI, MOJITO, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th July, 1900. [1912]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND AND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at NOON.
CORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 14th July, 1900. [14]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, SOLOMON, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 p.m., the Company's Steamship "TONKIN," Captain Dupuy Fromy, will leave this port for MARSEILLE via Ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 17th July, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 6th July, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"CALCHAS."
Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1900. [1865]

HONGKONG STEAMERS.

Algon, British str., 7,575, Hansford, July 11, P. M. S. S. Co.
Bismarck, British str., 1,929, Wallace, July 16, Gibb, Livingston & Co.
Chadwick, British str., 1,463, Moore, May 29, Butterfield & Swire.

Charterhouse, British str., 1,400, Dawson, July 10, 10, Chinese.
Clara, German steamer, 675, Hansen, July 16, Jobson & Co.
Crown of America, British str., 1,474, Dorward, July 12, Gilman & Co.
Diamant, British str., 1,235, Ramsey, July 13, Shewan, Tomes & Co.

Eastern, British steamer, 3,600, Ellis, July 11, Gibb, Livingston & Co.
Empress of Japan, British str., 5,904, Lee, July 10, C. P. R. Co.

Undaunted, armed cruiser, 13 guns, 5,500 h.p., Capt. A. C. Clarke, North.
Waterwitch, surveying ship, 450 h.p., Lieut. Comdr. W. O. Lynn, Shanghai.

Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. Comdr. Mackenzie, at Taku.
Wivern, coast defense ship, armed with 4 guns, 1,000 h.p., at Hongkong.

Woodcock, gun-boat, 2 guns, 500 h.p., Lieut. and Comdr. H. W. B. Watson, on Yangtze.
Woodlark, gun-boat, 2 guns, 550 h.p., Lieut. H. E. Hillman, on Yangtze.

BUSINESS NOTICES.

房藥館芝蘭 KWONG CHI KOON DISPENSARY.

街欄榮城省東廣 CHEONG LAN STREET, CANTON.

子甲次歲年念治司清大 創開年四拾陸百捌仟壹英大

ESTABLISHED 1864.

記為祥吉達加



KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1864.

油意如 UNREFINED U I YAU or "AS YOU WISH OIL." Prices at \$1.00 per bottle. 0.50 per bottle. 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN or "Falling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

散及油造製油藥好選棟

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U. Yau Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main object—health. He has many testimonials as to the efficiency of his medicines from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulae of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredients. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Borneo Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and yellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a stimulant, as is put up in small metal bottles for which it can be injected into the nostrils. The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR, Canton.

Directions are given according to the Chinese method of using the medicines.

The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

For external use rub the oil on the temples, forehead, between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness is seated. It must be rubbed or for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic, pains, rheumatism, numbness of the limbs, pain in the back, cramp, local swelling and inflammations, influenza, diarrhoea, toothache, pains in the head and convulsions after childbirth, prickly heat, boils, and mosquito bites.

Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Dispensary of Canton has placed in my hands for examination a number of his preparations with the receipts for each.

His "U I YAU" "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with plugging (a costly kind of camphor) bishops root,orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Doctor J. G. KERR, Canton, China.

Any order please apply to—
Messrs. DARTLY & Co.,
No. 19, Queen's Road Central,
Hongkong.

Who are appointed Sole Agents for the sale of our Goods
KWONG CHI KOON.
Hongkong, 5th May, 1900. [1372]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

GLUSHIE, British bark, Burns—Sander, Weller & Co.
J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

R. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co.

